



**MINNESOTA DEPARTMENT OF TRANSPORTATION
APPLICATION FOR MISCELLANEOUS WORK ON TRUNK
HIGHWAY RIGHT OF WAY**

Document Management System # 15744415
 District 4 Permit # 4-US-2021-98301
 C.S. 1480 T.H. 94
 R.P. 0.0-0.543
 (THIS SECTION FOR MnDOT OFFICE USE ONLY.)

**ATTACH A SKETCH OF THE PROPOSED WORK AREA AND RELATION TO TRUNK HIGHWAY.
SUBMIT TO DISTRICT PERMIT OFFICE OF MINNESOTA DEPARTMENT OF TRANSPORTATION.**

APPLICANT NDDOT	TELEPHONE 701-328-4427	ADDRESS (Street, City, State, Zip) 608 E. BLVD. AVE. BISMARCK ND 58505
PARTY PERFORMING WORK Contractor-to be determined	TELEPHONE to be determined	ADDRESS (Street, City, State, Zip) to be determined
LOCATION OF PROPOSED WORK (City/Township) (County) (Distance) (N-S-E-W) Highway I-94 in Moorhead Clay 0 Miles	SPECIFIC ROAD INTERSECTION OR LANDMARK I-94 near Red River Bridge	

WILL THIS FACILITY BE WITHIN TRIBAL LANDS? NO IF YES, WHICH ONE?

NATURE OF WORK

Temporary Traffic Control for an ITS maintenance project.

SURFACE TO BE DISTURBED (Check Appropriate Boxes)

Roadway Temporary Traffic Control advance warning signs for work on west side of Red River.

DEPTH OF EXCAVATION BELOW SURFACE	NUMBER & SIZE OF EXCAVATIONS	METHOD OF INSTALLATION/CONSTRUCTION
WORK TO START ON OR AFTER 3/11/2022	WORK TO BE COMPLETED BY 12/23/2022	IS TRAFFIC DETOUR NECESSARY? NO (IF YES, TRAFFIC CONTROL PLAN IS REQUIRED.)

COMMENTS

APPLICANT'S ACCEPTANCE, WAIVER AND INDEMNIFICATION

The undersigned applicant hereby agrees to comply with applicable statutes, rules, and the standard conditions and special provisions of this permit. The applicant understands and agrees that no work in connection with this application will be started until the application has been approved and the permit issued.

The applicant is aware of circumstances or hazards that may arise while performing the work associated with this application that could result in injury, loss, damage or death, and the applicant assumes the risk of such circumstances, dangers and hazards, whether reasonably foreseeable or not.

The applicant also understands that this permit may also be subject to the approval of local road authorities having joint supervision over said street or highway, and may be subject to applicant's compliance with the rules and regulations of the Minnesota Environmental Quality Board and/or any other affected governmental agencies.

The undersigned applicant expressly agrees that except for negligent acts of the State, its agents and employees, the applicant or his/her agents or contractor shall assume all liability for, and save the State, its agents and employees, harmless from any and all claims for damages, actions or causes of action arising out of the work to be done in connection with this application and permit.

NAME AND TITLE SPENCER ULVESTAD	EMAIL ADDRESS SULVESTAD@ND.GOV
DATE 12/02/2021	SIGNATURE

DO NOT WRITE BELOW THIS LINE

PERMIT NOT VALID UNLESS BEARING AUTHORIZED MnDOT SIGNATURE AND PERMIT NUMBER

AUTHORIZATION OF PERMIT

It is expressly understood that this permit is conditioned upon restoration of the trunk highway right-of-way to its original condition or to a satisfactory condition. In consideration of the applicant's agreement to comply in all respects with the applicable laws and the conditions of the Commissioner of Transportation pertaining to this permit, permission is hereby granted for the work to be performed as described in the above application, said work to be performed in accordance with the following standard conditions and special provisions:

SEE ATTACHED STANDARD CONDITIONS AND SPECIAL PROVISIONS

<u>6/30/2022</u> Date All Work To Be Completed By	 Authorized MnDOT Signature	<u>12/20/2021</u> Date of Authorized Signature
DISTRIBUTION	DEPOSIT REQUIREMENTS	DEPOSIT TYPE
Original to Area Maintenance Engineer	<input checked="" type="checkbox"/> No Deposit Required	Cashier's Check # _____
Applicant	<input type="checkbox"/> Deposit Required in the Amount of \$ _____	Certified Check # _____
Subarea Supervisor	Date Deposit Received _____	Money Order # _____
Roadway Regulations Supervisor	<i>Deposit to be returned upon satisfactory completion of all work</i>	Bond # _____

DATE WORK COMPLETED

(The date when the work is completed must be reported to the MnDOT District Permits Office)

INSTRUCTIONS FOR COMPLETING APPLICATION FOR MISCELLANEOUS WORK ON TRUNK HIGHWAY RIGHT OF WAY (FORM 1723)

Form 1723 is for miscellaneous minor work activities on trunk highway right of way. It may be used for installation of utility customer service line connections that do not cross or parallel the roadway within the trunk highway right of way. Form 1723 is also used for repair and maintenance of existing utility facilities, installing miscellaneous guy wires and anchors, or tree trimming around utility lines. Form 1723 may also be used to place temporary obstructions on the right of way, to perform temporary relocations to accommodate construction projects, and to place objects on the trunk highway right of way under Minn. Statutes §§160.27 or 173.025.

Fill Out This Form Completely

Print (in ink) or type all information. An incomplete application will delay processing. The form can be filled out online and then printed at: <http://www.dot.state.mn.us/utility/forms.html>

- Be sure to sign it at the bottom. Submit the original form only.
- FAXES ARE UNACCEPTABLE
 - Complete each item on the application. Be specific. If any item does not apply, print "N.A." in the blank.
 - Provide a detailed location of proposed work and give reference to nearest cross streets.
- Include plans of proposed work along with detailed drawings showing type and location of work in relation to MnDOT right of way, on no larger than 11x17 sheets
- Detail any type of traffic interference this work may require and submit a traffic control plan. Detouring of the traffic from the trunk highway will not be permitted, except by special arrangements with the MnDOT District Permit office. All costs involved in the re-routing of traffic including, but not limited to, furnishing barricades, installation or rearrangement of traffic control signs, pavement marking and special flag person services will be charged to the applicant at rates set by MnDOT for the equipment, labor, and materials used.
- Indicate type, kind and size of any object to be placed on trunk highway right of way. Indicate the method of installation and equipment to be used for excavation and compaction.

Submit the complete, signed and dated application (all pages of the form) with the required plans to the MnDOT District Permit office. Contacts and addresses can be found at: <http://www.dot.state.mn.us/utility/districtcontacts.html>

After the Miscellaneous Work Permit has been approved

The applicant will be notified and a security deposit will be required. The permit will have Special Provisions and drawings indicating the construction requirements. Compliance with these instructions during the work operations is mandatory. All Permittees are responsible for the entire costs of their work activities, including proper traffic control. Work cannot be started until all permit and deposit requirements are met and you have received the approved permit.

Security Deposit

A security deposit is required for permits that authorize work in trunk highway right of way to ensure that work is completed to MnDOT's satisfaction. The actual amount required will depend on the specific situation. The District Permit Section will determine the actual amount and type of deposit to be submitted based on the specific situation. Deposits may be in the form of a certified check, cashier's check, or surety bond made payable to "State of Minnesota, Commissioner of Transportation." Deposits must be irrevocable and cannot expire. A permit will not be issued until the required deposit is received.

After construction is completed

The applicant must notify the MnDOT District Permit Office for final inspection. If the construction and all other related work is satisfactory and the turf items are re-established, the deposit will be returned to the applicant. The approved permit is a legal document and should be retained with other valuable papers.

STANDARD CONDITIONS OF MISCELLANEOUS WORK PERMIT

1. The permit holder must comply with all applicable laws and regulations, including Worker's Compensation laws.
2. If work to be done lies within a city or platted town, permission must also be obtained from such city or town.
3. Any permanent signs or permanent traffic barriers (including crash cushions) installed on the State Highway system must be deemed crashworthy under the American Association of State Highway and Transportation Officials (AASHTO) "Manual for Assessing Safety Hardware, 2016 (MASH-16)". Where work on or near the traveled roadway is necessary, proper traffic signs, channelizing devices, warning lights, and barricades shall be erected to protect traffic, employees, and pedestrians. All temporary traffic control devices and methods shall conform to the Minnesota Field Manual on Temporary Traffic Control Zone Layouts, Minnesota Manual on Uniform Traffic Control Devices (MMUTCD), Minnesota Standard Signs and Markings Manual, and the appropriate provisions of Standard Specification 1710. All temporary traffic control devices shall be deemed crashworthy under the American Association of State Highway and Transportation Officials (AASHTO) "Manual for Assessing Safety Hardware, 2016 (MASH-16)" with exceptions as noted under MnDOT Technical Memorandum No. 19-03-T-01 Crashworthy Requirements for Temporary Traffic Control Devices. (See memo at: <http://dotapp7.dot.state.mn.us/edms/download?docId=2434220>)
4. Unless adequately protected by a traffic barrier, there shall be no work within the clear zone, nor shall pipe materials, equipment or other objects be stored within the clear zone. If temporary traffic barrier is used, it will be placed according to the "MnDOT Temporary Barrier Guidance Manual" (December 2018). (See website at: www.dot.state.mn.us/trafficeng/workzone/doc/Temporary%20Barrier%20Guidance%20Manual%20181129.pdf) Any temporary traffic barrier (including crash cushions) must be deemed crashworthy under MASH-16.
5. Any person acting as a Flagger for permitted work shall have attended a training session taught by a MnDOT Qualified Flagger Trainer within the twelve months immediately preceding the start date of all flagging activity. A Flagger shall receive a Flagger Qualification Card, signed by a MnDOT Qualified Flagger Trainer, upon successful completion of this training. During all flagging activity, a Flagger must carry a signed Flagger Qualification Card on that Flagger's person and be in possession of a current Minnesota Flagging Handbook. The Minnesota Flagging Handbook is available from MnDOT Qualified Flagger Trainers or from a MnDOT District Office.
6. Excavations must be cribbed when necessary, depending upon type of soil, in order to prevent cave-ins. All excavations, trenching and/or jacking and boring pits shall be shored or sloped in accordance with OSHA requirements.
7. No guys, stays, or any structures are to be attached to trees on trunk highway right of way.
8. No poles, anchors, anchor braces, or other construction shall be placed on the roadway shoulder or within the prescribed clear zone.
9. Installation of pipe under concrete or bituminous pavements shall be done by jacking or boring or other approved methods.
10. When open trenching or excavating in existing roadways, all subgrade, base, and surfacing materials shall be replaced with the same type, depth, and density of materials which were removed, unless approved by the Area Maintenance Engineer.
11. All work that involves trenching, backfill, or compaction must be done to MnDOT's Standard Specifications for Construction. Depending on the construction work to be performed, use of one or more of the following specifications may be needed: Excavation and Embankment 2105, Aggregate Base 2211, Aggregate Shouldering 2221, or Structural Excavation and Backfills 2451, Subgrade Preparation 2112.
12. Compaction methods must be approved in advance by the District Permit Office
13. If pavement or roadway is damaged, same shall be restored to a condition as good as or better than the original condition.
14. All pavements shall be replaced in accordance with State specifications.
15. If settlement occurs or excavation caves in so that replaced materials settle (bituminous mat or concrete base), same shall be restored to a condition as good as or better than the original condition.
16. No lugs shall be used on equipment traversing the road which will damage the road surface.
17. No driving onto highway from ditch or driving on shoulders will be permitted where damage will occur.
18. No foreign material such as dirt, gravel, or bituminous material shall be deposited or left on the road during any construction activities.
19. Roadside shall be cleaned to original status upon completion of work.
20. Underground construction must be so constructed as not to harm or unnecessarily destroy the root growth of specimen trees.
21. Cutting and trimming of trees within the right of way and removal of resulting stumps require prior approval of the Area Maintenance Engineer or his authorized representative.
22. If MnDOT shall make any improvements or changes upon, over, under, or along the trunk highway, then and in every case the applicant herein named shall after notice from MnDOT proceed to alter, change, vacate, or remove from trunk highway right of way said works necessary to conform with said changes without cost whatsoever to the State of Minnesota.
23. After work on a project is completed, the permit holder must notify the Area Maintenance Engineer or his authorized representative that such work has been completed and is ready for final inspection and acceptance by MnDOT.

SPECIAL PROVISIONS FOR MISCELANEOUS PERMIT
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
4-US-2021-98301

Permittee must call in a gopher one call prior to excavating ground in MnDOT ROW.

No work can take place on MnDOT road surface, including traffic control installations, while MnDOT Snow Plowing Operations are taking place. In the event of a snow event permittee must remove all equipment from highway and remove traffic control devices. All work must stop at noon the day prior to a holiday and can resume the morning after a holiday. No work can take place after sunset or before sunrise without written permission from the District Permit Office Supervisor.

All work within the MnDOT District 4 Right-of-Way Clear Zone requires a minimum of a shoulder closure for your work zone. Work in the driving lane requires a full lane closure. No materials or equipment shall be left in the clear zone overnight. No staging of equipment or materials is allowed in MnDOT Right of Way.

Any Detour, Lane Closure, or other Traffic Control must follow the “*Minnesota Temporary Traffic Control Zone Layouts Field Manual, January 2018 edition*”. If work is to be longer than 3 days permittee must adhere to the “*Minnesota Uniform Traffic Control Devices*”. The proper layout to control traffic safely through your work area must be approved by District Permits Office prior to installation. Any detour, or restriction to traffic weight, height, or width, must be reported to the “*MnDOT over Dimension Permits office*” at least 7 days before construction begins. The phone number is (800) 657-3877.

District 4 Right-of-way shall be restored to original grade including topsoil and seeding if needed. All repairs shall match in place materials. Any damage to turf or soil caused by the operation of removal of vegetation will be the responsibility of the applicant to repair to original condition. All rutting of the ground surface will be repaired. Any large areas of bare ground caused by the operation will require reseeding and mulching with MnDOT approved seed mixture 25141 general roadside mix or 35241 native area restoration mix. All bituminous or concrete cuts shall be smooth straight lines with square corners. All repairs shall match in place materials.

All work must meet the “*MnDOT Utility Accommodation on Highway Right of Way Policy and Procedures*” guidelines. The permittee is expected to design too and construct to the “*MnDOT Utility Accommodation and Coordination Manual*”. If permittee fails to follow guidelines this could call for removal or modification of work to accommodate MnDOT policies. All work must conform to the “*2018 MnDOT Standard Specifications for Construction Manual*”.

Return a copy of the Utility Permit with the completion date to RW Permits, MnDOT District 4, 1000 West Highway 10, Detroit Lakes, MN 56501.

Link Below:

2018 Temporary Traffic Control Manual:

<http://www.dot.state.mn.us/trafficeng/publ/fieldmanual/>

Minnesota Manual on Uniform Traffic Control Devices:

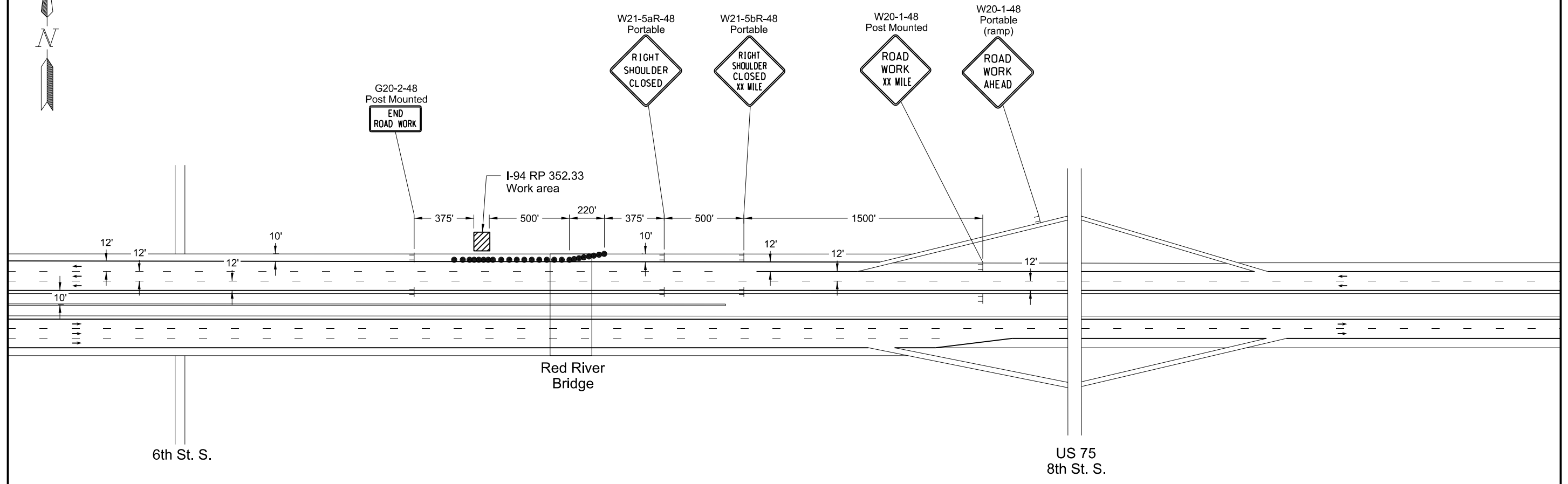
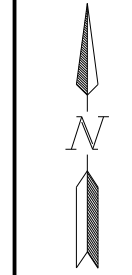
<http://www.dot.state.mn.us/trafficeng/publ/mutcd/index.html>

MnDOT Utility Accommodation on Highway Right of Way Policy and Procedures:

<http://www.dot.state.mn.us/policy/operations/op002.html>

MnDOT Utility Accommodation and Coordination Manual:

http://dotapp7.dot.state.mn.us/cyberdocs_guest/autopapiact.asp?AppINT=-1&mode=no&autopapiurl=%2Fcyberdocs%5Fguest%2FLibraries%2FDefault%5FLibrary%2FGroups%2FGUESTS%2Fviewdocact%2Easp%3Flib%3DMNDOT%5FDOCS%26doc%3D1401425%26noframes%3Dyes&SCICO=false



Notes

- Ramps: When the work area encompasses a ramp, install a speed limit sign. When the main line speed zone is moved past the ramp, remove the ramp speed limit sign.
- Variables
 S = Numerical value of speed limit or 85th percentile.
 W = The width of taper.
 L = Minimum length of taper, or $S \times W$ for freeways, expressways, and all other roads with speeds of 45 mph or greater, or $W \times S^0.60$ for urban, residential, and other streets with speeds of 40 mph or less.
- Space delineator drums, and tubular markers for tapering traffic at dimension "S". Space tubular markers for tangents at 2 times dimension "S".
- Sequencing and Flashing Arrow Panels:
 Place panels at the beginning of the taper, when possible. Where shoulder width does not provide sufficient room, move the panel closer to work area and place it on the roadway surface.
 Use Type A on roadways with slow moving traffic speeds and low volume (25 mph or less & 750 ADT or less).
 Use Type B on roadways with moderate traffic speeds and volumes (40 mph or less and 5000 ADT or less).
 Use Type C on roadways with high traffic speeds and volumes (over 40 mph or over 5000 ADT).
- Re-establish speed limit. Determine exact speed limit in the field, dependent on location and conditions.
- Cover existing speed limit signs within reduced speed zones.
- Determine reduced speed limit dependent on the in place speed limit before construction. When speed limits are to be reduced more than 30 mph, install a second speed limit sign with the desired speed reduction (not to exceed 30 mph.) Place the second speed limit sign at B.
- As an option, use portable sign supports in lieu of post mounted signs in accordance with the NDDOT Standard Specifications.
- Recommend using 40 mph speed limit in vicinity of workers, unless location and conditions dictate otherwise.

Road Type	ADVANCE WARNING SIGN SPACING		
	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

KEY			
	Sign		Work Area
	Delineator Drum		Sequencing Arrow Panel
	Type 3 Barricade		

Longitudinal Buffer Space	
*Speed (mph)	Length Min (feet)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

* Posted speed, off-peak 85th percentile speed prior to work starting, or the anticipated operating speed in mph

This document
is preliminary
and not for
construction or
implementation
purposes.

Work Zone Traffic Control
I-94 near Red River